

REMARKS

In the Office Action of June 2, 2006, the Examiner requires that a summary of the subject matter of the claims; and 11 include references to figure numbers and specification pages with line numbers.

In view thereof, applicant is submitting copies of claims 1 and 11 in which reference numerals, figure numbers, and specification pages together with line numbers are inserted within the text of the claims. These copies of claims 1 and 11 are annexed hereto.

In view thereof, favorable action is respectfully solicited.

5 PAGES OF
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1. A regulated dashpot with shock-absorption force controls, for motor vehicles, comprising: at least one flow-regulating system 40 (Fig. 1, spec. page 3, line 8; and Figs. 2-11, spec. page 8, lines 1-5) including at least one shock-absorption component 5,6 (Fig. 1, spec. lines 10-25) for a compression phase 5 and decompression phase 6; at least one valve assembly 18 (Fig. 4, spec. page 4 lines 21-24) with electrically variable flow resistance regulated by a regulating valve; at least one fixed bypass valve 7 (Fig. 1, spec. page 3 lines 12-18) with a non-varying constricted flow-crosssection hydraulically and directly parallelling the flow-regulating system 40, whereby said fixed bypass valve 7 has a constant opened flow-through cross-section hydraulically in parallel (Fig. 1, spec. page 3 lines 10-16) with said regulating valve; said at least one flow regulating system 40 for the compression phase 5 and said at least one flow regulating for the decompression phase 6 being in the form of said regulating valve with variable flow constriction, said flow resistance being continuous for providing continuous damping between soft and hard damping, (Figs. 4, 12, 13, spec. page 4 lines 23-27) said bypass valve preventing pressure pulses in damping fluid when said regulating valve transfers rapidly from open to closed positions corresponding to upward wheel shocks and sudden accelerations, so that sudden jolts are prevented when shifting between soft and hard damping (Fig. 4, spec. page 4 lines 23-27) for comfort in riding in said vehicles, said fixed bypass valve 7 being integratable into said flow-regulating system and having minimal passage for hydraulic fluid and preventing the dashpot from being entirely blocked when said regulating valve is closed, said flow-regulating system for the compression and decompression phases forming main flow channels through said shock-absorption component, said valve assembly 18 with electrically variable flow resistance forming a main valve assembly for said shock-absorption component, said fixed bypass valve 7 having a constant non-adjustable flow cross-section.

11. A regulated dashpot with shock-absorption force controls, for motor vehicles, comprising: at least one flow-regulating system 40 (Fig. 1, spec. page 3, line 8; and Figs. 2-11, spec. page 8, lines 1-5) including at least one shock-absorption component 5,6 (Fig. 1, spec. lines 10-25) for a compression phase 5 and decompression phase 6; at least one valve assembly 18 (Fig. 4, spec. page 4 lines 21-24) with electrically variable flow resistance regulated by a regulating valve; at least one fixed bypass valve 7 (Fig. 1, spec. page 3 lines 12-18) with a non-varying constricted flow-crosssection hydraulically and directly parallelling the flow-regulating system 40, whereby said fixed bypass valve 7 has a constant opened flow-through cross-section hydraulically in parallel (Fig. 1, spec. page 3 lines 10-16) with said regulating valve; said at least one flow regulating system 40 for the compression phase 5 and said at least one flow regulating for the decompression phase 6 being in the form of said regulating valve with variable flow constriction, said flow resistance being continuous for providing continuous damping between soft and hard damping, (Figs. 4, 12, 13, spec. page 4 lines 23-27) said bypass valve preventing pressure pulses in damping fluid when said regulating valve transfers rapidly from open to closed positions corresponding to upward wheel shocks and sudden accelerations, so that sudden jolts are prevented when shifting between soft and hard damping (Fig. 4, spec. page 4 lines 23-27) for comfort in riding in said vehicles, said fixed bypass valve 7 being integratable into said flow-regulating system and having minimal passage for hydraulic fluid and preventing the dashpot from being entirely blocked when said regulating valve is closed;

., said flow-regulating system and flow-shock-absorption component 5,6 being accommodated in a separate unit in form of a flow regulating block outside the dashpot and communicating with said dashpot through hydraulic-fluid lines; said flow regulating system comprising two hydraulically parallel regulating valves, (Figs. 10,11

spec. page 4 lines 1-5) said bypass valve 7 being hydraulically in parallel with said two regulating valves and having minimal passage (spec. page 3 line 14) for hydraulic fluid for preventing the dashpot from being entirely blocked while said regulating valves are closed.